| # | Acquisition | RFP Section | Redacted Question | Redacted Answer |
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| 1046 | Both | B | Please describe the way in which mandatory and optional prices are to be filled in. For instance, if an optional service is offered, must all mandatory prices within that service be filled in? | The following guidelines are offered to assist in the provision of mandatory and optional prices:<br><br>a. For all mandatory services, the contractor shall provide:<br>(i) All mandatory price tables, and,<br>(ii) Within those mandatory tables, all prices that are mandatory.<br><br>b. If the contractor provides an optional service, the contractor shall provide:<br>(i) All price tables within that optional service that are mandatory, and,<br>(ii) Within those mandatory tables, all mandatory prices.<br><br>c. The contractor need not provide price tables that are marked optional within mandatory and optional services. However, if the contractor provides an optional price table, the contractor shall provide all mandatory prices within that table.<br><br>In addition, some services have a geographic component to their pricing. In conjunction with the above rules, Section J.2 defines those locations that are mandatory to price on a geographic basis. Section J.2 also describes mandatory bandwidth requirements for access.<br><br>Within the NHC, the Reference Tables (WDM_NETWORX via ODBC) that define the mandatory vs optional relationship are:<br><br>service, btables_ref, and CLIN.<br><br>Within each of these tables are three fields that provide information on the mandatory vs. optional relationship. They are:<br><br>univ_mandatory, ent_ip_mandatory, and ent_wls_mandatory.<br><br>These fields are true/false fields. |

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<tr><td>1047</td><td>Both</td><td>B</td><td>Please explain the connection between Table B.6.5-8 and how traffic records are priced?</td><td>Traffic records associated with the following services (ATMS, DFS, FRS, IPS, NBIPVPN, OWS, PLS, and SONETS) will be checked against table B.6.5-8 to determine if that service is available at the respective POP. If the service is available at that POP, the traffic record will be priced. If the service is not available at that POP, then that traffic record will not be priced. Table B.6.5-2 is used to find the POP associated with the wirecenter listed in the traffic record.<br><br>Offerors are reminded that Section B.1.3.1.4 states: "All service types that are served by a serving wire center shall be served from the same designated connecting domestic or non-domestic POP for those services types provided at that serving wire center by the contractor."</td></tr>
<tr><td>1048</td><td>Both</td><td>B</td><td>We have noticed that PLS transport records are not pricing when the circuit lengths in the traffic are equal to the mileage entries under "Mileage Band High." Please explain why these records are not pricing.</td><td>Note: This answer below specifically addresses PLS but the same rules apply to any service where the offeror is required to create contiguous bands.<br><br>The offerors are reminded that contiguous distance bands are required by Sections B.1 and B.2.<br><br>An entry under “Mileage Band Low” applies to circuits that have a length greater or equal (> =) to this entry and up to, but not including, the length specified under “Mileage Band High.” An entry under “Mileage Band High” specifies circuit lengths that are less than (<) the entry. Not understanding these definitions may lead to non-contiguous bands, which may lead to some circuits not being priced.<br><br>The tables below provide WRONG and RIGHT examples of making mileage bands contiguous.<br><br>WRONG example:<br>CLIN Mileage Band Low Mileage Band High Price per Mile<br>X 0 20 $0.05<br>X 21 40 $0.04<br>X 41 999 $0.03<br><br>The above table does not provide prices for circuits that are 20, 40, and 999 miles<br><br>RIGHT example:<br>CLIN Mileage Band Low Mileage Band High Price per Mile<br>X 0 20 $0.05<br>X 20 40 $0.04<br>X 40 999 $0.03</td></tr>
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| | | | | The table above correctly specifies contiguous bands. Note that a 20 mile circuit is offered for $0.04 per mile. |
| 1049 | Both | B.2.10.6.3.2-2 | We have observed cases where traffic quantities allocated to MEAS CLINs exceed the range of users assigned to those CLINs as specified in Table B.2.10.6.3.2-2. Is this a mistake? | No, the traffic quantities are correct. The traffic quantities represent the Government's total demand for that CLIN. Therefore, the demand of all agencies for a range of users has been grouped together and expressed as one traffic quantity for each CLIN. For example, if CLIN 0380023 (51 to 100 users) is assigned a traffic quantity of 102 users, it can be inferred that there is demand for two groups of 51.<br><br>However, breakdowns of the size and number of groups that compose traffic quantities allocated to each CLIN are not necessary for offerors to prepare their proposals or perform calculations. Therefore, the Government has only provided the total demand per CLIN. The total price for a CLIN is simply calculated by multiplying the unit price provided by the offeror with the traffic quantity allocated to the same CLIN. |